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ADMINISTRATIVE FILE  
*Italian Organizing*

F. I. L. T. A. I.  
FEDERAZIONE ITALIANA LAVORATORI TRASPORTI e AUSILIARI del TRAFFICO

ADERENTE ALLA  
CONFEDERAZIONE ITALIANA SINDACATI LAVORATORI (C.I.S.L.)  
ED ALLA  
FÉDÉRATION INTERNATIONALE DES OUVRIERS DU TRANSPORT (I.T.F.)

Progr. n. *1214* EL/mis

Roma 29 maggio 1956  
VIA CICERONE, 28 - TELEFONO 266.749

OGGETTO:

Mr. DAVE BECK  
Général President "Teamsters"  
100 Indiana Avenue, N.W.  
WASHINGTON, D.C.  
(U.S.A.)

Caro Beck,

Il 15 dello scorso mese di Aprile si è chiuso il primo anno di attività degli Uffici Organizzativi Regionali istituiti da questa Federazione grazie alla Tua generosità, alla Tua lungimirante liberalità, al concreto spirito di fraterna solidarietà degli amici lavoratori americani aderenti alla potente Organizzazione Sindacale da Te autorevolmente diretta.

Ogni due mesi noi abbiamo dettagliatamente informato l'amico Omer BECU, Segretario Generale della Fédération Internationale des Ouvriers du Transport (I.T.F.), oltreché sui concreti risultati conseguiti, sul piano del potenziamento organizzativo della nostra Federazione, sugli ostacoli che abbiamo incontrato, chiedendo ed ottenendo suggerimenti, consigli, fraterna guida per il superamento delle difficoltà rilevate.

Unica nostra preoccupazione: ottenere risultati proporzionati allo sforzo finanziario che la Tua generosa comprensione ci aveva consentito.

Ci sia consentito oggi, in sede di valutazione consuntiva del primo anno di attività, direttamente assicurarti che i risultati conseguiti sono stati tali da superare ogni più ottimistica previsione. La nostra Federazione ha raggiunto e consolidato in molte delle Province interessate al piano di potenziamento posizioni di guida dei lavoratori italiani dei Trasporti: in alcune Province l'aspirazione della nostra forza organizzativa sul piano di Organizzazione maggioritaria è un fatto compiuto. Il futuro non potrà che consolidare le posizioni raggiunte. Ci auguriamo di poter contare sulla Tua generosa promessa per una possibile proroga del piano. Ci permetteremo, in proposito, intrattenerti quanto prima.

Questo abbiamo voluto comunicarti perché sappi, e con Te sappiano gli amici lavoratori americani, che il sacrificio compiuto per l'invio dell'aiuto finanziario trasmessoci tramite l'I.T.F. non è stato vano, ma ha risposto alle comuni aspettative. L'avvenuto riscontro di alcune migliaia di lavoratori italiani al libero e democratico sindacalismo è da ascrivere a Vostro merito. Questo noi dirigenti della Federazione, questo i lavoratori italiani dei trasporti, ricorderanno come esempio della più viva ed operante solidarietà internazionale dei lavoratori.

Fraterni, cordiali saluti.

IL SEGRETARIO NAZ. ORGANIZZATIVO  
(Enzo LEOLINI)

IL SEGRETARIO GENERALE  
(Gaetano ABATE)

ADMINISTRATIVE FILE  
Italian Organizing  
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C. I. S. L.  
**CONFEDERAZIONE ITALIANA SINDACATI LAVORATORI**

ADERENTE ALLA  
CONFEDERAZIONE INTERNAZIONALE SINDACATI LIBERI

Ufficio RAPPORTI CON L'ESTERO  
ED EMIGRAZIONE.

Prot. N. 10007 RE/B4 = RG/lb.

OGGETTO

Financial Planning of the  
Italian Teamsters Union (CISL).

Roma,  
VIA PO, 21

9 GEN. 1956

Mr. DAVE BECK  
President of the Teamsters Union  
100 Indiana Avenue N.W.  
WASHINGTON D.C. (U.S.A.)

BY AIR MAIL

Dear Brother and Friend:

I have the pleasure of sending you here attached a copy of the Memorandum submitted by the Italian Teamsters Union to our Executive Board. The Secretary general of this Union is Brother Gaetano Abate, whom you know personally, who is also the Secretary general of the CISL's Federation of Transport Workers (Federazione Italiana Lavoratori Trasporti e Ausiliari del Traffico) to which the I.T.U. is affiliated.

We have set our heart on the situation of the Italian teamsters, which is very critical and rather confused, and have agreed with the I.T.U. for the development of an extensive organizational drive along the lines pointed out in the attached Memorandum.

Of course, the good results of such a drive will depend mostly on the financial means at disposition, which unfortunately are at present much limited. We shall do our best giving our full support to the efforts made by the I.T.U., but the CISL's finances are also too slender and bear no proper relation to the need.

We have the conviction that the proposed financial planning had been prepared on the base of a positive evaluation of the situation and that it fulfills our expectations.

I should be very grateful to you if you would consider it possible that this financial planning may obtain the support of your Union, and that with your generous help, in the spirit of the Union solidarity, it may be put into execution.

Looking forward to your favourable answer and thanking you in advance for the kind attention you will give this proposal, I send you my best wishes, and remain,

Yours very truly,

Enclosed: 1

Hon. Giulio Pastore  
Secretary General



#### THE ITALIAN TEAMSTERS UNION

##### Situation of the Union:

The Italian Teamsters Union (Sindacato Italiano Autisti) which is affiliated with the Italian Confederation of Labor Unions (CISL) started its efforts since 1951, aiming to organize into a strong and efficient Union all the workers of this particular industry.

The working conditions of the Italian teamsters have been regulated mostly by an outdone law, passed in 1926, which is still in force.

The Italian teamsters are roughly 200.000; but, in general, their professional qualification is not properly recognized by the employers. In fact, if they are at work with a Company they are classed normally in the same rank of janitors, messengers and clerks; and if they are at work with individual owners or with well-to-do families they are simply ranked as domestic servants.

The situation of the teamsters in Italy is therefore very precarious and rather confused. They are not given any special treatment for the risks and for the responsibilities of their own work; there is no limit of working hours for them (they may be obliged to stay at work during 13 or 14 hours a day, without any overtime pay or extra allowances); they do not enjoy the same social security and health benefits which are available, in force of the social legislation, to all other qualified industrial workers.

These are the reasons why the Italian teamsters need to be organized into a strong Union, having the necessary strength and capacity to vindicate for them their essential rights:

- 1) - the right to the recognition of their proper professional qualification as teamsters or drivers;



- 2) - the right to a collective agreement, negotiated by their own Union with the employers, for the settlement of any matter regarding the working conditions, wages, overtime, etc.
- 3) - the right to the same social security and health benefits enjoyed by the other industrial workers.

In order to attain its purposes, the Italian teamsters Union has decided to intensify its efforts for the organization of these workers, who, having been allured and deluded for so long time by the political intrigues of the communist dupers, are still trustless and dissatisfied.

The program of the Union:

A financial planning for the development of such an intensive drive, according to the decisions of the Italian Teamsters Union, has been prepared in the following terms:

A - Expenses for a central coordinating office in Rome:

<u>Personnel:</u>		<u>Per month</u>	<u>Per year</u>
- 1 Acting Chief	Lit. 65.000		
- 1 Typewritist	" 35.000		
- Social charges	" 28.000		
- Xmas bonuses	" 9.500		
- Retirement Plan	" 12.000	Lit. 149.500	Lit. 1.794.000

Travel expenses:

- For 3 trips in the month performed by an Organizer	Lit. 60.000	Lit. 720.000
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Press and Publicity

- Printing and circulation of a monthly paper of the Union (5.000 copies)	Lit. 45.000	Lit. 540.000
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General expenses:

- Rent	Lit.	15.000		
- Telephone	"	12.000		
- Postage	"	10.000		
- Stationary	"	12.000	Lit. 49.000	Lit. 588.000
		Total	Lit. 303.500	Lit. 3.642.000

B - Expenses for 4 provincial offices coordinated by the central office of the Union, to be established in:

- Palermo
- Napoli
- Milano
- Torino

These 4 provincial offices should work on a close cooperation with the Provincial Labor Councils of CISL which have their own headquarters in the same towns. Each of these 4 provincial offices should be given a monthly contribution of Lit. 60.000 to be utilized in this way:

Lit. 50.000 for the salary of a full time official;

Lit. 10.000 for the general expenses: rent, stationary, postage, etc.

In brief, the expenses covered by the entire financial planning may be indicated as follows:

- Central coordinating office in Rome	Lit.	3.642.000
- Provincial office in Palermo	"	720.000
- Provincial office in Napoli	"	720.000
- Provincial office in Milano	"	720.000
- Provincial office in Torino	"	720.000

Grand Total Lit. 6.522.000  
(equal to a global monthly rate of Lit. 543.000)

Conclusion:

With this amount of money the Italian teamsters Union would find itself in a position to secure:

- a) the legal assistance for the settlement of all coming grievances;
- b) the legal assistance in case of traffic accidents, in favor of the Union members;
- c) a program of Union education and a program of vocational training for Union members.

In order to achieve decisive results, this financial planning should be carried into full execution for at least 2 years. Eventually, it could be continued for an other year on a smaller scale.

Under the conviction that such a financial planning, if put into practical execution, would be very profitable and would bear positive results, the Italian teamsters Union is confident that in the nearest future it could receive from its paying members enough strength and the necessary support to carry out its own tasks, as an independent and selfsufficient organization.

RE/AG/lb - 1/1/1956.



International

Workers' Federation

ADMINISTRATIVE FILE

*Italian Organizing*

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President: Arthur Deakin, P.C., C.H., C.B.E. Vice President: Hans John  
General Secretary: O. Becu - Asst. Gen. Secretary: P. Toft  
Head Office: Maritime House, Old Town, Clapham, London, S.W.4  
Telephone: MACaulay 5501-2 - Telegrams: Intransfe, London

All communications to be addressed to the General Secretary

*big head  
Sept*  
E/A/O

14th July, 1955.

Mr. Dave Beck,  
International Brotherhood of Teamsters,  
Chauffeurs, Warehousemen and Helpers  
of America,  
Louisiana Avenue,  
Washington, D.C.,  
U.S.A.

Dear Brother Beck,

I have pleasure in sending you a translation of the  
first bi-monthly report we have received from the Italian  
Teamsters' Union, in which they report on the progress made  
thanks to your generous help.

I will see to it that further reports are also sent  
on to you.

Yours fraternally,

*O. Becu*

General Secretary.

Enc.

TRANSLATION

FEDERAZIONE ITALIANA LAVORATORI TRASPORTI E AUSILIARI DEL TRAFFICO

1190 EL/mls

25th June, 1955.

To the International Transport Workers' Federation,  
Maritime House, Old Town, Clapham, S.W.4.

BI-MONTHLY REPORT BEARING ON THE PERIOD 16th APRIL TO 15th JUNE 1955

We have pleasure in sending you herewith our first bi-monthly report bearing on the period from 16th April to 15th June 1955 on the results achieved in the reorganization and strengthening of our Federation by means of the establishment of five regional offices having their seats in Genoa, Turin, Bologna, Venice, and Naples.

Our experiences during this first period have proved beyond any doubt that the functioning of the regional offices will play a decisive part in the achievement of our purpose to make the ..... the most important trade union of the road transport workers of Italy.

(Signed)

E. LECOLINI  
National Organizational Secretary

G. ABATE  
General Secretary.

## REPORT

Establishment of regional offices of the F.I.L.T.A.T. at Genoa, Turin, Bologna, Venice, and Naples

As from 16th April, 1955, our Federation has started to carry out the plan worked out for the strengthening of our Federation.

The first objective of our action was to establish the regional offices mentioned in the programme agreed with the General Secretary of the International Transport Workers' Federation, Mr. (now) Jacu, on the occasion of his highly appreciated visit to Rome on 14th and 15th March 1955. The programme on which agreement was reached follows in broad lines the draft submitted by our Federation to Brother Dave Beck, the General President of the Brotherhood of Teamsters of North America, which has generously decided to finance the carrying out of the programme through the good offices of the International Transport Workers' Federation.

In its action our Federation has been able and will be able to rely on the full cooperation from the organizational office of the Italian Confederation of Trade Unions (C.I.L.L.) and its regional branches.

The first period of two months included the following activities:

- (a) visits to and meetings of provincial bodies as well as meetings of the workers in the various regions in order to establish a solid basis for ~~the~~ future activities; the meetings were held under the direction of the General Secretary of the Federation, G. Abate, and the National Organizational Secretary, E. Leolini;
- (b) choice of officials having the necessary qualifications to be in charge of the regional offices, as well as choice of offices and equipment of these;
- (c) drawing up of a programme of action to be carried out nationally for the various groups of workers organized by the Federation; such programme having the purpose to strengthen action regarding the recruitment of new members as well as the defence of trade union achievements;
- (d) the study together with leaders of the regional offices of the situation existing in the various provinces covered by the regional offices in order to improve on the programme of action.

In conclusion, the action carried out during the period 16th April to 15th June has led to the following positive results:

- A. The visits made and the meetings organized by Brothers Abate and Leolini have led to clear proofs that the plan was the right one and that results in the form of growing membership can be expected.
- B. Regional offices have been established with spheres of influence as indicated in the first plan. The trade unions officials placed in charge of the various offices offer, concerning their



past trade union activities as well as their qualifications, all necessary guarantees for a positive and efficient action on the technical and trade union plane.

The following gives a survey of the structure of the established regional offices:

1. Regional Office - Genoa

Address: 105/2 Via Sallustiana,  
Genoa Tel. 454700

Area: Liguria and Lombardia, Province of Genoa, Milan, Bergamo, Brescia, Como, Cremona, Mantova, Pavia, Sondrio, Varese, Inverigo, La Spezia and Savona.

Leader: Luigi GATTI

Our friend Gatti belongs to the group of lorry drivers and dispatch workers and has a thorough knowledge of the trade union and organizational problems of these categories. He is a member of the General Council of the Federation and at the time of accepting his new office he was provincial secretary for Milan, where, under his direction, this provincial branch has been functioning in a very efficient way.

2. Turin

Address: 25 Via Barberoux,  
Turin Tel. 555294

Area: Piemonte, Province of Turin, Vercelli, Alessandria, Aosta, Asti, Cuneo and Novara

Leader: Bartolomeo ROSSI

Brother Rossi has a special knowledge of trade union problems. He has a particular knowledge of the problems of road transport workers and has in the past also been active in the field of emigration.

3. Venice

Address: 2592 S. Marco  
Venice Tel. 29.351

Area: Venice, Bolzano, Trento, Belluno, Padova, Rovigo, Treviso, Udine, Verona and Vicenza

Leader: Salvatore NAPOLITANO

Brother Napolitano comes from the provincial branch of the C.I.L. in Avellino, where he has worked as provincial secretary. He has a particular knowledge of all the problems regarding the categories of workers organized by our Federation and his activities in the Province of Avellino have greatly improved the importance of our provincial federation.

4. Bologna

Address: 25 Via Castiglione  
Bologna Tel. 26.640

Area: Toscana and Emilia, Province of Bologna, Firenze,  
Ferrara, Forli, Modena, Parma, Piacenza, Ravenna,  
Reggio Emilia, Massa, Arezzo, Grosseto, Lucca, Pisa,  
Pistoia, Siena and Livorno

Leader: Marcello BONI

Brother Boni belongs also to the road haulage workers. He has good technical knowledge of the categories of workers belonging to our Federation and is a member of our Executive Committee. In the past he played a part in the activities of our provincial branch of Bologna, where he achieved very satisfactory results.

5. NAPLES

Address: 154 Corso Umberto I  
Naples Tel. -

Area: Campania, Province of Naples, Caserta, Salerno,  
Benevento and Avellino

Leader: Carmelo TERMINI

Brother Termini comes from the rank and file. He is familiar with trade union and organizational problems and a member of the National Secretariat of our Federation. Before starting his new office, Brother Termini was in charge of the National Secretariat for Sicily established at Palermo and was the first to make the influence of our Federation felt and has thus laid the basis for the organization of all transport workers in Sicily within the ranks of our Federation.

Positive results

The following positive results can already be mentioned which are due for the main part to the more important part played by the Federation through its regional offices.

During the past two months, action has been started for the renewal of the collective agreement for road haulage workers. The negative attitude of the employers led to the proclamation of a protest strike of twenty-four hours on 10th March. This strike was prepared in a perfect manner by the regional offices. After this protest movement the employers declared themselves prepared to open negotiations. The strike was postponed and on 20th March agreement was reached. The new agreements provide the following wage increases: employees of first and second categories - two per cent; third category a and b - three per cent; workers 3 to 4 - per cent; such increases giving great satisfaction to the workers concerned.

The negotiations have also started regarding postal transport and transport services' connection with the railways. The negotiations are still going on but in the meantime our regional office of Turin has obtained from the Turin enterprise an increase of 80 lire per day on account of further improvements in the framework of the new agreement.

All the workers of the establishment concerned have become members of our Federation.

In Milan our regional office has for the first time been able to recruit members among this group of workers, starting with forty new members (representing about 20 per cent of the total number employed). A protest strike of 48 hours has already been announced, which is due to start at 3 p.m. on 22nd June and finish at 5 p.m. on 24th June.

In Turin and Genoa, all the workers employed by the Motor Coach Company SRA have become members. They have put forward a number of claims, for which they have struck from 16th to 21st May. On 23rd May, a satisfactory agreement was reached.

We have also been obtaining good results as far as the interest of new members is concerned. In our next bi-monthly report we will give concrete information on this aspect comparing the figures with those of the same period in 1954.



ADMINISTRATIVE FILE

*Italian Organizing*

F. I. L. T. A. T.

FEDERAZIONE ITALIANA LAVORATORI TRASPORTI e AUSILIARI del TRAFFICO

Aderente alla  
CONFEDERAZIONE ITALIANA SINDACATI LAVORATORI (C. I. S. L.)  
ed alla  
FEDERATION INTERNATIONALE DES OUVRIERS DU TRANSPORT (I. T. F.)

Prot. N. 556 EL/mls

Roma, 31 marzo 1955  
Via del Corso, 509 - Telefono 63015

OGGETTO:

Mr. DAVE BECK  
Général President "Teamsters"  
100 Indiana Avenue, N.W.  
WASHINGTON, D.C.  
(U.S.A.)

Caro Beck,

nei giorni 14 e 15 corrente mese l'amico Omer BECU, Segretario Generale della Federazione Internazionale dei Lavoratori dei Trasporti (I.T.F.), è stato a ROMA onde concordare la possibilità di un aiuto sostanziale per l'attività organizzativa della nostra Federazione, aiuto reso possibile dal versamento molto generoso da Lei effettuato a detto scopo all'I.T.F.

In un colloquio, presente l'On.le Giulio PASTORE, Segretario Generale della Confederazione Italiana Sindacati Lavoratori, è stato, nel dettaglio, definito il piano dell'azione organizzativa che il Suo generoso aiuto ci consentirà di sviluppare per una sempre migliore affermazione del Sindacalismo democratico fra i lavoratori Italiani dei Trasporti.

Il piano approvato ricalca sostanzialmente quanto proposto con il Memorandum allegato alla nota n. 2132 inviata da questa Federazione in data 18 settembre 1954. Ogni due mesi relazioneremo la I.T.F. che provvederà ad informarla, sui risultati positivi ottenuti.

Ci sia nuovamente consentito di esprimerLe l'espressione più viva della nostra grata commozione per la concreta, generosa dimostrazione di comprensione verso le necessità della nostra libera e democratica Organizzazione Sindacale. La operante solidarietà degli unici lavoratori della Sua potente organizzazione è per noi, oltre che motivo di commozione, un incitamento ed un impegno nella meta fissata: il riscatto di tutti i lavoratori Italiani dei Trasporti al libero e democratico sindacalismo.

Cordiali saluti.

IL SEGRETARIO GENERALE  
(Gaetano ARATE)

*Arate*

ADMINISTRATIVE FILE

F. I. L. T. A. T.

FEDERAZIONE ITALIANA LAVORATORI TRASPORTI e AUSILIARI del TRAFFICO

Aderente alla  
CONSIDERAZIONE ITALIANA SINDACATI LAVORATORI (C.I.S.L.)  
ed alla  
FEDERATION INTERNATIONALE DES OUVRIERS DU TRANSPORT (I.T.O.)

Prot. N. 168:2132 EL/mls

Roma, September 18, 1954  
Via del Corso 509 - Tel. 61015

OGGETTO

TO: Mr. DAVE BECK  
General President "Teamsters"  
100 Indiana Avenue, N.W.  
Washington, D.C.  
U.S.A.

Dear Mr. Beck:

With reference to your courteous visit to this Federation and to what you told me with respect to the possibility of receiving aid - from American workers holding a card of your powerful Labor Organization - which would enable us to carry out a concrete organizing campaign amongst Italian workers eligible for membership in our Federation, I am enclosing a memorandum containing brief statistical data on the present Labor Union situation and a tentative cost estimate for setting up and operating Regional Organizing Offices within the CISL organization.

As we do not wish to take undue advantage of your generosity, we have limited the number of said Regional Organizing Offices to five, in lieu of the eight offices which you so generously recommended.

We shall be very grateful to you for whatever aid can be realized in this connection, even if the number of the afore-said Regional Offices were to be further reduced.

All you accept, on behalf of all our unionized workers, the most vivid expressions of our fraternal gratitude for your having fully grasped the importance of the problems which both the workers and their free and democratic Labor Organization are being confronted with. I thank you once again for the 1100 Fiat car donated us. The gift was very much appreciated by our workers.; the active solidarity

F. I. L. T. A. T.  
FEDERAZIONE ITALIANA LAVORATORI TRASPORTI e AUSILIARI del TRAFFICO

Aderente alla  
CONFEDERAZIONE ITALIANA SINDACATI LAVORATORI (C.I.S.L.)  
ed alla  
FEDERATION INTERNATIONALE DES OUVRIERS DU TRANSPORT (I.T.F.)

Prot. N.

OGGETTO:

Roma,  
Via del Corso, 509 - Tel. 43.015

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displayed by American workers will serve us as an incentive and shall be a commitment for us to keep on striving to attain our Union goals, which are the only valid basic conditions securing Italian workers a better future and a better standard of living in an atmosphere of freedom and democracy.

Best regards,



THE NATIONAL SECRETARY

/s/G. Abate

Abate Gaetano

SECRETARY GENERAL  
OFFICE OF  
F. I. L. T. A. T.  
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#### MEMORANDUM

#### CONSIDERATIONS ON THE PRESENT LABOR UNION ORGANIZING SITUATION IN THE TRANSPORT

The organizing situation with respect to transport workers (truck drivers, shipping agents, carriers, garage workers, porters, etc.) eligible for membership in our F.I.L.T.A.T. is characterized by an almost total absenteeism of the workers in our Union life.

ACI (Automobile Club of Italy) official statistics show that 17,587 cars for hire, 7,678 taxicabs and 286,798 trucks had been registered in Italy, during 1953. Approximately 50% of said motorvehicles are driven by hired workers.

From the above statistical data, it can be inferred that over 150,000 workers are in the employ of Commodity Transport companies, Taxicab owners, garages and cars for hire owners. Of these, approximately 23,000 carry a communist union card, 18,930 are represented by our own card carrying members (as per statistical survey made in August 1954).

From the above it appears that over 100,000 workers are not unionized. This means that over two-thirds of the Labor Force of our sector is not organized.

If we were to consider that an identical situation has been recorded with respect to Auxiliary Transport Services (especially as regards draft animal transport services which are of widespread use in Southern Italy), the seriousness and gravity of the problem can be easily seen.

What the underlying reasons of this "de facto" situation?

In our opinion, the most important ones are the following:

- a) the particular characteristic of Associations of employers which are formed by a very high number of small firms, with an almost absolute absence of large and medium-size firms;
- b) difficulty of carrying out, owing to the fact that drivers are subject to continuous shifts from one place to another,

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an efficient campaign for winning over eligible union members;  
c) absence, amongst workers of our sector, of a Labor Union tradition, which could have cemented organizational spirit.

The difficulties, of a possible organizational campaign, appear chiefly to be of a functional nature and can be identified in the absolute necessity on our part of being backed up, in all the most important Italian industrial centers, by competent and efficient union organizers, an objective which we were unable to attain because of inadequate financial means.

One thing is certain, and it is that communist Labor Union penetration, and its support received from political organizations (Italian Communist Party and Italian Socialist Party) has reached its apex and may be subject to lose - as is already practically occurring - many of its members, even though the process may be a slow one.

In our opinion, the fundamental problem remains that of winning over non-unionized labor, despite the fact that we are to continue in our task of converting communist workers to our cause.

It is a problem of men, and at same time, it is a problem of financial means.

In order to plans serious and conscientious action for unionizing workers we should first of all, form a group of technically trained union organizers.

In this respect, we have many excellent members who have long since been performing duties either as labor organizers or shop stewards. These men could complete their technical union training by attending appropriate courses which - among other things - would permit an appropriate selection before the candidates are appointed to perform active duties on behalf of our organization.

As the initial stage, a group of (5) five union organizers would be, in our opinion, sufficient for our purposes. Said persons should be appointed to head the following Regional Offices, listed in order of importance:

- 1) Regional Organizing Office of Genoa, having jurisdiction over Liguria and Lombardia Regions (comprising the province

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- of Genoa, Milan, Bergamo, Brescia, Como, Cremona, Mantova, Pavia, Sondrio, Varese, Imperia, La Spezia, Savona.)
- 2) Regional Organizing Office of Turin, having jurisdiction over Piedmont Region (comprising the provinces of Turin, Vercelli, Alessandria, Aosta, Asti, Cuneo, Novara).
- 3) Regional Organizing Office of Bologna, having jurisdiction over Emilia and Toscana Regions, (comprising the provinces of Bologna, Florence, Ferrara, Forlì, Modena, Parma, Piacenza, Ravenna, Reggio Emilia, Massa, Arezzo, Grosseto, Lucca, Pisa, Pistoia, Siena, Livorno).
- 4) Regional Organizing Office of Venice, having jurisdiction over the Veneto Region (Venice, Bolzano, Trento, Belluno, Padoa, Rovigo, Treviso, Udine, Verona, Vicenza).
- 5) Regional Organizing Office of Naples, having jurisdiction over Campania Region (Naples, Caserta, Salerno, Benevento, Avellino).



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TENTATIVE COST ESTIMATE  
for the operation of one Regional Organizing Office of  
F.I.L.T.A.T.

The Monthly financial burden for the setting up and operating on each Regional Organizing Office of F.I.L.T.A.T. is as follows:

Personnel Expenses

Salary . . . . .	50,000	lire	
Social Security contributions and taxes . . . . .	22,000	"	
Xmas Bonus and Employees' Severance Compensation Fund . . . . .	9,000	"	
Total Personnel expenses . . . . .	81,000	"	81,000

Overhead Expenses

Travel Expenses and Per diem . . . . .	20,000	lire	
Rental, electric light, telephone . . . . .	10,000	"	
Printed Matter, office supplies . . . . .	12,000	"	
Total Overhead Expenses . . . . .	42,000	"	42,000

GRAND TOTAL . . . . . 123,000 L.

=====

equivalent to approx. 200 dollars.

The setting up and operation of 5 Regional Organizing Offices would, therefore, involve an expenditure of approximately 1,000 dollars per month.

DEL V 1 22 MJ 1963 \*\*\*\*\*

RECEIVED



ADMINISTRATIVE FILE

F. I. L. T. A. T.

FEDERAZIONE ITALIANA LAVORATORI TRASPORTI e AUSILIARI del TRAFFICO

Aderente alle  
CONFEDERAZIONE ITALIANA SINDACATI LAVORATORI (C.I.S.L.)  
ed alle  
FEDERATION INTERNATIONALE DES OUVRIERS DU TRANSPORT (I.T.O.)

Prot. N. 2798 EL/mis

Roma, 20 dicembre 1954  
Via del Corso 509 - Tel. 43015

**OGGETTO**

Questa Federazione ha fissato per i giorni 9, 10 e 11  
Gennaio 1955 a PALERMO il proprio

**II° CONGRESSO NAZIONALE**

L'inaugurazione del Congresso si terrà alle ore 16 preci-  
se del 9 gennaio 1955 nella Sala della Camera di Commercio, Industria  
e Agricoltura di Palermo (Piazza Pretoria).

I lavori congressuali proseguiranno nella stessa sala  
nei giorni 10 e 11 gennaio 1955.

Alla inaugurazione ed ai lavori del Congresso sarebbe ol-  
tremodo gradita la Sua presenza. Siamo certi che, nei limiti del  
possibile, vorrà onorarci con la Sua partecipazione.

La preghiamo comunicare alla Segreteria Organizzativa del  
Congresso, presso la nostra F.I.L.T.A.T. Regionale Siciliana - Cor-  
so Vittorio Emanuele 114 PALERMO - la data e l'ora dell'eventuale  
Suo arrivo a Palermo, onde consentirci di predisporre per i relati-  
vi servizi logistici (Albergo ecc.).

Ci è gradita l'occasione per inviarLe, unitamente ai no-  
stri più cordiali saluti, i più sentiti auguri per le prossime fe-  
stività del S. Natale e di Capodanno.

IL SEGRETARIO NAZIONALE  
(Gaetano ABATE)

Mr. DAVE BECK  
General President "Teamsters"  
100 Indiana Avenue, N.W.  
WASHINGTON, D.C. (U.S.A.)

ADMINISTRATIVE FILE

Italian Organizing

X

X

August 25, 1954

Mr. Dave Beck, General President  
International Brotherhood of Teamsters  
552 Denny Way  
Seattle 9, Washington

Dear Mr. Beck:

Enclosed are photostatic copies of those portions of Mr. Grassi's file which are in English. The photos to which he makes reference have been sent you under separate cover to your home, together with copies of all others previously received from both England and Italy.

The dictaphone machine has been received. Bill says it was damaged somewhat in shipping. When the horse and cart arrives, I'll let you know and we can decide on the best method of sending or taking it to Seattle. Wish it was real, and I'd offer to drive it home.

Best to you.

Sincerely,

aw  
ence.

Ann Watkins.



UNITED STATES OF AMERICA  
OPERATIONS MISSION TO ITALY  
44 VIA VENETO, ROME

CABLE ADDRESS  
ITAMSA

August 18, 1954

Mr. Dave Beck  
General President "Teamsters"  
100 Indiana Avenue, N.W.  
Washington, D. C.

Dear Brother Beck:

Here is an up-to-date report on all the material that has left Rome for your office.

1. Enclosed balance of pictures. Two envelopes containing photos have previously been sent to Ed Cheyfits. This completes the delivery of photos requested by you.
2. Enclosed are translations:
  - a. Price of car.
  - b. Executive members and officers of Italian teamsters union you met in their Union Hall in Rome.
3. Your dictaphone machine has already been sent to the States via airmail A.P.O.
4. The gift (ancient horse and cart), presented to you by the Italian teamsters, was sent to you today via airmail A.P.O. You should receive it in about fifteen days.
5. I will send you, in about ten days, a project presented by the Italian teamsters union asking for organizational assistance in eight key cities of Italy.

If there is anything else you want in Italy, please notify me. When you attend the A.F.L. convention, please extend my best wishes to David Dubinsky and Luigi Antonini.

My kindest regards to you and Dave, Jr., and Mr. Cheyfits.

Faternally yours,

Enzo Gressi  
Labor Division



TRANSLATION NO. 12368  
AP/ Aug. 4, 1954

F. I. A. T.  
Rome Branch Office  
65/67, Viale Manzoni

Rome, Aug. 4, 1954

Ref : VA,fg/ No. 10279  
Servizio Comm.

TO : FEDERAZIONE ITALIANA LAVORATORI  
TRASPORTI AUSILIARI TRAFFICO  
509, Via del Corso  
(Attn: Rag. Ravizza)

SUBJECT : New Sedan "1100"

With reference to yesterday's conversation between Rag.  
Ravizza and our manager, we hereby submit you our offer for

No. 1 Fiat car "1100" new sedan, type "B" at the price of... 971,000 lire.

The car to be delivered free at our Branch Office with 5 wheels and  
respective tires as well as equipped with the customary accessories  
supplied by our firm.

We take this occasion to advise you that the forementioned  
amount is equivalent to \$ 1,554.-

It is understood that the 3% ICE Tax on the sum shown in the price  
list as well as all testing and registration expenses are to be borne  
by you.

The price quoted above is the one at present practiced by us; in  
the event of any variation of price which in the meantime might occur,  
please be advised that the car will be invoiced at the price in force  
at the time upon which delivery is made. This in compliance with the  
rules set by our General Sales Office.

We thank you very much for the preference shown by you in selecting  
a car made by our firm and we send you our best regards.

SAVA  
Societa' per Azioni  
Direzione Regionale di Roma  
The Vice Manager  
s/ Avv. A. Bouvier

SOCIETA' PER AZIONI - SEDE IN TORINO

FIAT

CAPITALE SOCIALE L. 57. MILIARDI VERSATO L. 55.457.487.600

FILIALE DI ROMA

CCIA Torino 118 - Telefoni: 755061/52/53 - 796591 - 777166 778001 - 776801 - Telegrammi: FIAT AUTO ROMA c.p. 1/2124 - CCIA Roma 17934

Spett.le

FEDERAZIONE ITALIANA LAVORATORI  
TRASPORTI AUSILIARI TRAFFICO

Via del Ceres, 509

R O M A

ROMA (Q.P. 540) 4.8.54  
Viale Manzoni 65/67

Servizio Commerciale

Nostro riferimento da citare nella risposta: Sigla N. 12362

Risposta a Vostra del Sigla N.

Alla cortese attenzione del Sig. RAVIZZA

BERLINA NUOVA 1100

Ci riferiamo alla conversazione intercorse nelle giornate di ieri tra l'egregio Vostro Sig. Ravizza ed il nostro Direttore per formularVi la nostra migliore offerta per l'acquisto di:

- n.1 Berlina Nuova 1100 tipo B al prezzo di . . . . L. 971.000.-  
per unità resa franco Filiale, con 5 ruote gommate  
e provvista degli accessori d'uso della Casa.

Con l'occasione Vi precisiamo che il prezzo di cui sopra equivale a L. 1.554.-

Reste inteso che l'I.O.E. fissate nelle misure del 3% del prezzo di listino nonchè le spese di collaudo ed ispezione sono a Vostro carico.

Le quotazioni sopra specificate sono quelle attualmente da noi praticate; per ogni variazione che dovesse intervenire vogliamo cortesemente prendere nota che l'unità verrà fatturata al prezzo in vigore al momento della consegna, e ciò in oltreperanza e quanto stabilito dalle nostre Condizioni Generali di Vendita.

Grati per la preferenza che intendete riservare alla nostra Marca, restiamo in attesa di Vostrì ordini, e gradito porgarVi distinti saluti.

Per Azioni  
Direzione Regionale di Roma  
IL VICE DIRETTORE  
(RAYMOND BOUVIER)

Si prega indirizzare la corrispondenza impersonalmente alla FIAT - FILIALE DI ROMA citando la sigla e la data della presente. Ogni lettera dovrebbe trattare un solo argomento.

TRANSLATION NO. 14369  
AP/ Aug. 16, 1954

LIST OF THE TRADE UNION LEADERS PRESENT ON OCCASION  
OF MR. DAVE BECK'S VISIT TO ROME ON AUGUST 2,  
1954

National Secretariat of F.I.L.T.A.T.

Gastano Abate - 20, Via Tacito, Rome - National Secretary - *GENERAL.*

Enzo Leclini - 15, Via Cariatidi, Rome - Organization Secretary

Carmelo Termini - 26, Via Alfonsa il Magnanimo, Palermo.

Executive Committee and General Council of F.I.L.T.A.T.

Luigi Catti - 21, Via Tadino, Milan

Francesco Stagliano - 12, Piazza Pitti, Florence

Giovanni Conte - 44, Via C. Fusco, Castellammare di Stabia

Giacomo Topa - 10, Via Mazzocchi, Caserta

Saverio De Stefani - 35/C, Via Marina Alta, Reggio Calabria

Giustino Capochiani - 142, Via De Rossi, Bari

Vittorio Coreini - 11, Via Ponte Nuovo, Grassano (Florence)

Lorenzo Pacci - 7, Via Ponte di Mezzo, Florence

Managers and workers of F.I.L.T.A.T. - Rome Province

Domenico La Rosa - 20, Piazza Risorgimento, Rome - Provincial Secretary of  
F.I.L.T.A.T.

Luigi Rossi - 9, Via Cristiana, Rome - Shop Committee member.-

Aldo Cuochiari - 33, Via Celere, Rome - Taxi driver

Francesco Presta - 67, Via Prato della Rondinella, Rome - Shop Committee  
member

Domenico Dalia - 52, Via S. Pietro di Balstenga, Rome - Shop Committee  
member

Giuseppe Forlani - 15, Via Ettore Rolli, Rome - taxi driver

Michele Savuto - 274, Via Prato della Rondinella, Rome - Shop Committee  
member

Arnaldo Lucaloli - 28, Via Piero Giannone, Rome - Vice Provincial Secretary  
of F.I.L.T.A.T.



*GRASSI*

ELENCO DEI DIRIGENTI SINDACALI PRESENTI IN OCCASIONE DELLA  
VISITA DI Mr. DAVE BECK - Roma, 2 Agosto 1954

Segreteria Nazionale F.I.L.T.A.T.

ARATE GAETANO - Roma, Via Tacito 90 - Segretario Nazionale  
LEOLINI ENZO - Roma, Via Carliati 15 - Segretario Organizzativo  
TERMINI CARMELO - Palermo, Via Alfonso il Magnanimo 26 -

Comitato Esecutivo e Consiglio Generale F.I.L.T.A.T.

GATTI LUIGI - Milano, Via Tadino 21  
STAGLIANO FRANCESCO - Firenze, Piazza Pitti 12  
CONTE GIOVANNI - CASTELLAMMA E DI STABIA - Via C. Fusco 44  
TEPA GIACOMO - Caserta, Via Mazzocchi 10  
DE STEFANO SAVERIO - Reggio Calabria, Via Marina Alta 35/C  
CAPOCCHIANI GIUSTINO - Bari, Via De Rossi 142  
CORRINI VITTORIO - Grassano (Firenze) Via Ponte Nuovo 11  
PECCI LORENZO - Firenze, Via Ponte di Mezzo 7

Dirigenti e Lavoratori della F.I.L.T.A.T. Provinciale di Roma

LA ROSA DOMENICO - Roma, Piazza Risorgimento 20 - Segretario Provinc. FILTAT  
BOSSI LUIGI - Roma, Via Oristano 9 - Membro Commissione Interna  
CUCCHIARI ALDO - Roma, Via Celere 33 - Tassista  
PRESTA FRANCESCO - Roma, Via Prato della Rondinella 67 - Membro Commis. Interna  
DALIA DOMENICO - Roma, Via S. Pietro di Balstenga 52 - Membro Commis. Interna  
FORLANI GIUSEPPE - Roma, Via Ettore Rolli 15 - Tassista  
SAVUTO MICHELE - Roma, Via Prato della Rondinella 274 - Membro Comm. Interna  
LUCAIOLI ARNALDO - Roma, Via Piero Giannone 28 - Vice Segr. Prov. F.I.L.T.A.T.

*Grassi*

ADMINISTRATIVE FILE

Italian Organizing

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BUREAU INTERNATIONAL  
DE DOCUMENTATION

15, Rue du Dragon - PARIS - 8<sup>e</sup>  
C. C. P. PARIS C. 10174 - TEL. 1-15 10-79

24, 8, 57th St., NYC - Plaza 7-4001

## Beck Takes Hard Headed Unionism to Europe

By VICTOR RIESEL

MADRID, Aug. 15.—Only when he was cooped up in some place flying high in the European sky did Teamsters Union chief Dave Beck sit still during his trek across the troubled continent. In London, he made the rounds of the labor headquarters and taunted the Labor Party chiefs on their basket to China. What were they trying to do, he asked, make a fast dollar for Britain out of trading with the enemy?

IN EAST BERLIN, he made the rounds as a vibrant example of the freedom, the influence and the affluence of free labor in our capitalist land, sharply snubbing the mockery of the dreary, death-saturated, starvation-waged "workers paradise" there.

In Naples, he finished his Vesuvius without benefit of transport, leaving a young female member struggling far behind.

But he sat still long enough in a Trans-World airliner, in which we took off from Rome to Madrid, to talk about the problem far below us. For weeks he had listened, interrupting only to ask questions which should have been asked by our diplomatic corps and missions which have fallen over each



Victor Riesel

other for years. Then he summed it all up, these high over the Mediterranean.

"We should just let the other fellow write the rules, and then play it that way. If he wants it rough, he called the shots."

ALL HIS QUESTIONS were asked in soundings the rules set by the enemy. We had, for example, been briefed a few days earlier, by Giulio Pastore, head of the pro-American Italian Labor Federation.

Beck listened to the tale of woe and then asked just how much it would take in American dollars to compete with the Soviet government on the Italian labor front.

Pastore almost laid off his head. It had never occurred to him to think in these terms. But here was an American labor leader, who was also a successful businessman, asking a typical American question. Pastore figured it would take \$15,000,000 a year. Well, Beck didn't fall off his chair. You can't pay for global stakes with white chips.

NOR DID BECK exactly write

check for \$15,000,000, though he could. He went out and did a simple thing. He bought a car for the little Italian Federation of Transport and Auxiliary Traffic Workers—our friends who are the counterpart in Italy of Beck's giant Teamsters Brotherhood. The next morning he presented the car in a little courtyard right down the street from Rome's Red "Union Square"—the Piazza del Popolo—and told the little Italian teamsters union this was just the beginning.

What had gotten Beck was the fact that this transport workers union, the only competition to the warren union which could tie up Italian transport at some crucial moment, did not always have cars for its officers to take trains across the country. Its officials, on whom the U. S. must some day count, actually had to hitch rides or take third class compartments on slow trains while the enemy labor federation chiefs lived in luxurious apartments, rode in big cars and had a huge building in the swank Embassy section across from the U. S. Embassy and Information Service.

It reminded me of British Guiana where our friends could not keep up the payments on a union-owned jeep and had to curtsy to it. Result was that the enemy finally expelled the government and the British had

to petake it with Her Majesty's warships.

BECK ASKED THE Italians how many transport organizations would be needed to retake the field from the enemy. They could do it with eight and asked Beck to underwrite them. He soon will reveal his plans for European labor leaders who want help to organize.

Not only will such aid help beat off the saboteurs, but it will introduce hard-headed non-political unionism to Europe. No politics, no socialism, just bread and butter, Beck warned. It will also help us win friends by winning a decent wage for those kicked around by Italian industrialists, who seem to care for none except a fast buck. Such a program will help take many an Italian family out of the caves and the shacks you see clinging to the ancient Roman viaducts on the city's outskirts.

From Europe, Dave Beck will take time out for the AFL convention in Los Angeles next month and then he will fly from the West Coast around the world, asking the same questions in Asia.

Squarrel with him on the home front if you will, but at least we'll get something done on the world front. Maybe we'll win one or two skirmishes. That would be a nice feeling.

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ADMINISTRATIVE FILE

# GIUSTIZIA

ITALIAN EDITION OF JUSTICE

Official Organ of the  
INTERNATIONAL LADIES' GARMENT WORKERS' UNION

August 18, 1954 Vanni B. Montana  
EDITOR

Dear Brother Beck :-

I read with great interest about your visit to Italy and your conversation with our friend Giulio Pastore in Rome. Your visit to the White House to tell the President about the need of helping seriously free trade unions overseas in the difficult and heroic fight against the C.P. proved to me that you have grasped the paramount and very urgent importance of this task.

I went to Italy on May 20 on "Good Will Tour and Lecture" leading a group of 72 members of the A.F. of L. of Italian origin. This experiment, financed individually by each participant, proved to be, by the unanimous consent of American diplomats, newspapermen and Italian free trade union leaders, a complete success.

I have enclosed here for you copies of two releases in English, one issued before our departure for Italy, and other upon our return. Also I enclose copy of "Giustizia", the Italian language official organ of the ILGWU, with some of the many pictures, so that you may have an idea of some of the many things which were done during our staying in Italy.

Allow me to tell you that, on the basis of some very delicate information I got ~~secretly~~ about the way the C.P. activities are financed in Italy - information which were duly forwarded to the White House and Secretary of State Dulles - the figure of ~~the~~ \$16 millions given by Pastore to you as the required amount of money to fight successfully Communism in Italy is a rather modest figure.

I hope some day ~~because~~ you will give me the pleasure of meeting you ~~because~~ because of our common interest in helping the cause of freedom and social justice in Italy and other European Country.

Let me congratulate you for your fine statements and activities. - Fraternally yours

Vanni B. Montana

Vanni Montana, Editor.

1710 BROADWAY • NEW YORK 19, N. Y. • COLUMBUS 5-7000



RELEASE ON THE EVE OF DEPARTURE FOR ITALY

ITALIAN-AMERICAN LABOR COUNCIL  
218 WEST 40 STREET  
NEW YORK CITY - Longacre 5-5100

FOR RELEASE WEDNESDAY, MAY 19, 1954

\* \* \* \*

An original experiment by labor union members to promote friendly relations with workers abroad will begin tomorrow, Thursday, May 20th, 1954 when 72 union workers of Italian descent will fly on a chartered Sabena plane to Italy on a Good Will Tour combined with a vacation. Technical arrangements have been made by the World Travel Plan, Inc. The Tour is being sponsored by the Educational Committee of the Italian-American Labor Council, 218 West 40th Street, New York City, Luigi Antonini, President. Mr. Antonini is First Vice-President of the International Ladies' Garment Workers' Union, A.F. of L.

The Tour has been planned and will be personally directed by Vanni B. Montana, Educational and Public Relations Director of the Council, and Editor of "Giustizia", Italian language official organ of the I.L.G.W.U.

The welcome on behalf of Italy was anticipated by the Hon. Pietro Romani, the High Commissioner of Italian Tourism, now visiting the United States, in a radio address and ceremony last Saturday in New York.

Free trade unions in Italy are preparing elaborate welcoming ceremonies.

According to information released by Mr. Montana, while each and every participant to this Good Will Tour will be free to go anywhere or to meet anybody he or she may like, a group of them will visit the main cities of Italy, North from Rome on a special flying tour, and then move to South Italy and Sicily. About 85% of these 72 "Ambassadors of Good Will" are women employed in the garment industries. Each and every one will pay his own expenses. Many of them left Italy in their early childhood and others are offsprings of Italian immigrants and will see Italy for the first time. Mr. Montana's plans call for interviews by the Italian press, radio, television and newspapers to a typical Italian-American woman worker and to a typical retired worker to dramatize some aspect of "the great democracy the United States is in the industrial field also", and the "kind of real achievements workers may attain with free trade unions in a free country".

Mr. Montana will also make an extensive speaking tour all over Italy at the invitation and under the auspices of the Italian free trade Unions. He will bring special messages to the workers of Italy and to all freedom loving Italians from George Meany, President of the American Federation of Labor; Luigi Antonini, President of the Italian-American Labor Council, and Norman Thomas, Chairman of the Union for Democratic Socialism.

Information for the city, picture and radio and T.V. editors:

The participants to the Tour will gather at Idlewild Airport for a special ceremony Thursday, May 20, at 10 a.m. sharp for a Bon Voyage ceremony.  
Please cover.

RELEASE AFTER THE CONCLUSION  
OF THE EXPERIMENT

NEW YORK, JULY 22, 1954

FOR IMMEDIATE RELEASE

ITALIAN AMERICAN LABOR COUNCIL  
218 W. 40th Street  
Longacre 5-5100

"While the communist threat in Italy still remains rather serious, a moderate optimism for the survival of Italian democracy is justified providing the progressive program of the present coalition government materializes within a reasonable length of time, free trade unionism increases its strength and American economic aid becomes a tangible evidence for the workers and the peasants, especially in Southern Italy and Sicily, where communists have been able to gain some ground since last general elections."

This was the opinion expressed on his return from an extensive good-will tour, lectures and survey in Italy by an expert on Italian problems, Mr. Vanni B. Fontana, editor of "Giustizia", official organ of the ILGWI and public relations director of the Italian American Labor Council.

"Through an extensive net-work of cooperatives and other agencies", Mr. Fontana pointed out, "communists in Italy are presenting themselves as the zealous and devoted servants of the working people, who hardly see or believe the hidden communist conspiracy to promote Soviet imperialism. Democracy will surely survive in Italy if in the field of services to the toilers the free political and trade unions forces will prove to be at least as effective as the enemies of democracy. An immediate and urgent task to be suggested in order to check and defeat the communist offensive in the Southern regions of Italy is that a large part of the \$20,000,000 of American aid recently announced by Ambassador Luce for those regions be set aside for the specific purpose of building at least one thousand cooperatives led by tested and genuine advocates of freedom and democracy, in Southern

OC 155 1824

500 Inc 8.1.54

Italy, Sicily and Sardinia."

An important factor justifying a moderate optimism, Mr. Montana said, is "the recent agreement of package wage increases signed by the Confindustria (the Italian Manufacturers' Association) and the two free labor federations, the C.I.S.L. and the U.I.L. For the first time in this post-war period, the Communist-led CGIL was left out of the agreement.

A signal of danger, however, is to be seen, according to Mr. Montana, in some attempts in Northern Italy - in big industrial plants like the Fiat automobile works, to promote company unions at the expense of free trade unions.

"I was pleased to find out", Mr. Montana said, "that top American officials in Italy like Ambassador Luce and Foreign Operation Administration Director Henry Tasca are well aware of this danger."

"One factor for optimism", Mr. Montana added, "is that progressive minded elements who favor social reform as well as a stiff anti-communist stand are prevailing now inside the Christian Democratic party, where free trade unionists, led by Giulio Pastore, are very influential. This progressive trend inside the Christian democratic party was evidenced by the recent Naples Convention and by the election of Amintore Fanfani as General Secretary of the party."

"It is to be noted that the two main tactical objectives of the Communist party in Italy, namely to split the Christian democratic party and to attract the Social Democrats led by Saragat into the slippery ground of a popular front, have failed. I have confidence in the ability of the present democratic coalition led by Premier Scelba to go ahead with its vast program for public works, land and taxations reforms, housing, etc. The overthrowing of this coalition is now the main purpose of the Communist party in Italy and to achieve this end the party is scheming the most unsavory



united fronts with greedy industrialists and land owners, and is also trying to revive the issue of separatism in Sicily."

"Communist strength in Italy could be cut down by vigorous action in the social field and by drying out the many illegitimate sources of financing which are enjoyed by the Communist party".

Mr. Montana went to Italy as the head of "72 ambassadors of good will", all union members of Italian descent, mostly women and garment workers. They toured Italy, were officially greeted by the leaders of the Italian Republic and by the Mayors of many Italian cities, and brought to the workers and the entire people of Italy "personal evidence of what kind of a standard of living workers can achieve, providing they live in a free country and are members of free trade unions."

Mr. Montana was formally congratulated by Ambassador Luce and other top American officials in Italy for the "complete success of his experiment in Italy."

Mr. Montana visited also many orphanages all over Italy and came to the conclusion that "the most magnificent one" is the "Franklyn D. Roosevelt Institute in Mondello, a Sicily vocational school for orphans founded and financed by the International Ladies' Garment Workers' Union, and inaugurated personally by David Dubinsky, President, and Luigi Antonini, First Vice President of the Union, in 1948.